DIVERS SMASH SUBMERGED CARS, PACKED WITH DEAD

FACTS ABOUT TRAIN HORROR, CONDENSED FROM ALL REPORTS.

and the number of known survivors.

Not one of the persons killed had a chance for life, being flung

A defect in the juncture of the ralls of the draw and the trestle over a creek behind Atlantic City was responsible for the catastrophe. This creek and trestie resemble those at the Coney Island approach, where the B. R. T. runs upon the Island, only the stream is much

A vessel had passed through the draw just before the train arrived at the fatal point.

Atlantic City, is the worst since the terrible Meadow tragedy of July 30, 1896, and the most distressing in the history of electric railroading.

A train consisting of three heavy vestibule cars, all well filled with men, women and children, was shunted from the tracks in crossing the bridge and plunged into the water, sinking into a depth of twenty feet. The two forward coaches were completely submerged, but the last car, striking an abutment, was left suspended in the air, and, with the exception of two or three men, all of the pasengers in this car escaped with their lives, but none without some injury.

The cause of the horror, a displaced rall, the authorities believe, will discovered through a statement inadvertently made by Daniel Stewart, the drawbridge's old tender and flagman. Public Prosecutor Albertson has been informed that Stewart said yesterday afternoon that the bridge for him to re-align the rall by hand. The reason given by the old many for this was that the draw was not balanced to make the perfect joint automatically, and that unless the rails were adjusted every time the

of excitement immediately following the wreck. When found in a calmer oscut having had to readjust the ralls on the bridge by hand. At this time he further asserted that the ralls were in perfect alignment when

John Lyons, of No. 2,339 Brandywine street, Philadelphia, whose wife perished in the wreck, says that on the way down the conductor of Mrs. McDonald, of Philadelphia, an Expert the train advised him to go in the forward car, as the brakes of the real not be solved, as he is dead. Lyons ascribes part of his good luck in being saved to the fact that after he had forced his way out of the car his cork leg acted like a life preserver and brought him to the surfac

and Center streets, Camden; Conductor James L. Curtis, of No. 516 Ste. known either of the horror of the deaths of the trapped victims phens street, and Brakemen Ralph R. Wood and J. P. Dempsey, also of more passengers were taken on. The train was scheduled to make the and popped up to the surface of the water forty miles an hour was maintained all the way down to the drawbridge.

speed, as there was no indication of danger.

About twenty minutes before the train reached the Thoroughfare the bridge-tender, Daniel B. Stewart, a man about sixty-five years old, had opened the draw to permit the Sinbad, a small pleasure schooper, to go

TRAIN AHEAD OF SCHEDULE TIME.

The train was thundering along three minutes shead of schedule time scene when it struck the bridge. In less than a second later, the three cars were he a mangled heap, a mass oftwisted iron and splintered wood, two coaches in the water, the third hanging over the side of the bridge. As the forward car leaped from the tracks there were no guard rails or

side structure to keep it from imubling over, and it fell with terrile crash glass and I made a hole with a stroke of my elhow. over the left side, dragging the second coach with it

Men in the signal tower, a short distance from the bridge, describe the belp of another man who had crawled out not her from the scenes that ensued as the most heartrending the eye could behold. But, terrible as they were, a merciful Providence soon put an end to the suffering of the unfortunate. The two cars sank as soon as they struck the stream, and the water, pouring into the submerged coaches, quickly drowned the friend. men, women and children who were struggling in a frenzied heap to estape their impending fate.

their impending fate

Later General Manager W. W. Atterbury, of the Permsylvania road, said:

"If do not believe that Siewart, the bridge tender, said anything like the factor in the situation the manager and anything like the factor in the situation of the rails. It is not a fact that when the draw is swung the rails have to be reast. This draw bridge is of the latest improved and approved type. We have mather than the draw is swung the rails have to be reast. This draw bridge is of the latest improved and approved type. We have want caused the wreck, and I don't think we can know until we have seen the trucks of the derailed cars."

Like all the other railroad officials who have suggested theories, Mr. Alterbury intimated that perhaps a flange broke or some part of the car gearing gave way.

Says Rail Was in Place.

Mr. Atterbury sought to demonstrate how, in reaching for his signal flags, the draw-tender had to bend over so that his eyes were within six inches of the rail groove. "Now you see that he could not have escaped seeing whether that he were the trucks are the metallic that he rail was in place," said the man the forty miles an hour as at ten."

I dannot say how fast the truit was foing at the time of the wreck, said the rail was in place," said the man forty miles an hour as at ten."

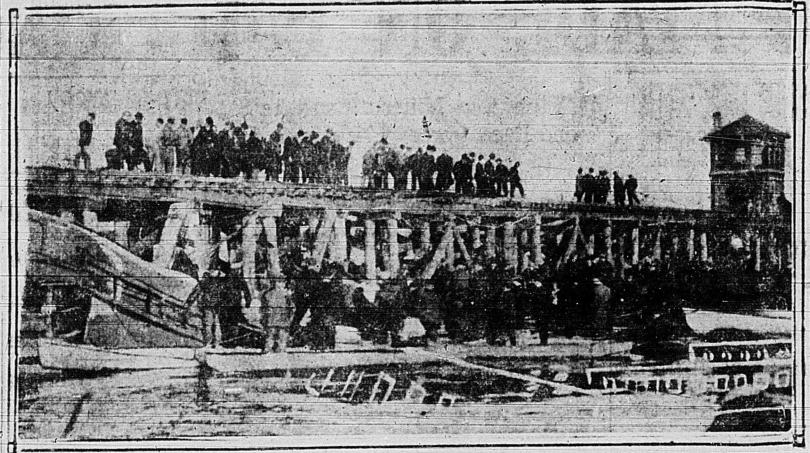
BEBLIN, Oct. 19 - Some of the German fire insu ance companies which have

HEAVY STORM ON TAKE SUPERIOR.

WEST SUPERIOR. Will leter the A northwestern convenient it sweeping the western end of Lake Superior, making navigation extremely dangerous, A (w boats have departed, but others are remaining in shelter.

Scene at Wreck at Atlantic City To-Day During the Search for More Victims.

(Photographed Especially for The Evening World.)



The bridge tender made this statement while under the great stress MANY THRILLING DEEDS OF HEROISM RECORDED

Swimmer, Saves Several Victims and

Is Declared Heroine of

the Disaster.

the herces leaves it probable that but half of the truth has been made

run to Atlantic City in ninety minutes, and an average speed of about She is an expert swimmer, and, knowing her husband, who sat beside

SAVED MANY BY BREAKING WINDOWS.

With the first intimation of danger the women and children screamed thought was for my wife. I crawled along the ear, breaking the windows piteously for help, and the men, awe-stricken and terrified, began to struggle as I went, until I heard her cry 'Save me, Harry!' When I grasped her arm she sercamed, 'Don't, Harry, it's broken,' but I held on and with the

Many Instances of miraculous escapes and herole relends are related, trolley car. To prevent a head of rail to more remarkable being that of David E. Emly, of Camden, Heion Lied steered the did about at an among the more remarkable being that of David E. Emly, of Camden, who saved himself and Helen Glibert, the eight-year-old daughter of a scute angle

Passengers in the last coach owe their lives to the quick action of Brakeman Weed, according to a story told by H. B. Joseph, of Camden. Joseph

A Trainman Weed, the guard on the last car, showed himself a hero, The general manager did not count as a possible factor in the stuation that Stewart is more than sixty years of age, and that his sight is not what it might be. A report has reached the police that, the matter of Stewart's eyestght might be worthy of inquiry. The old man was not around the sense of the wreck all day. Nobody could be found who knew his wherehoods.

From all that layingn can see in the mechanism of the draw there were the mechanism of the draw there were the made is that of a man named Hannah. until the car went off the bridge. Even then he clung to the falling until There were a lot of women passen

APPEALS COURT

David B. Hill to Argue Hearst-Side of Case Tc-Norrow.

boats have departed, but others are remaining in scalar.

FIRST TARPON CAUGHT IN CANADIAN WATERS.

HARRICAN COVE. N. S. Oct. 22.—Prof. Rince, Canadian Commissioner of Pisheries, authorized to-day that a large sign recently caught off here was a feel and supportance of the tarpon in Northern waters in the properties of counsel for the Independence League, but the outcome will nave very little structure. They commissioner only a few minutes and when the support of the independence League, but the outcome will nave very little structure. They cannot but the outcome will nave very little structure will nave very little. They cannot deal of counsel for the Independence League, but they talked with the commissioner only a few minutes and when the large and drinking a great deal of counsel for the Independence League, but they talked with the commissioner only a few minutes and when the commissioner only a few minutes and with the commission only a few minutes and with the commissioner only a few minute

made is that of a man named Hannah, nonwhated by the independence League n the Eighteenth District and not in-

pendence League indorsement was only a side issue.
Clarence Shearn, Herbert Limberg and William A De Ford armesred before Justice Cullea in Brooklyn to-day to ask for the special session, Dantel F. Colne-th opposed the application on behalf of Tammany Ball.

It was anacuneed that David B. Hill will represent the Indopendence League in the argument in the case.

SUPERINTENDENTS CALL ON CRAVEN

partment called on Combinstoner Cary

ELECTRIC HANSOM ASTRAL WARDMAN CAUSES A TANGLE OF CABS AND CAR ABOUT BURGLARS

Passengers in Fanic, but So She Hurried Home to None Hurt in Strange Mix-Up.

few feet away from a southbould ternoon.

Motorman Hugh Agnew tried to slow up the car, but there wasn't time. The car bit the cab with sufficient force to smish the whole side of it in. The cab

with bits of broken glass from the shattered car windows they took fright and made a panicky rush for the platforms: When the two pollsymen floath straightened things out they found that

TWO KILLED IN FIGHT WITHINDIANS

from the north states that advices have been received from Fort Bento: regarding a stabbling affray in the Sweet Grass Hills between indians and whites as a result of which two men are dead and two seriously wounded. A priest has left Fort Benton for the scene, Officers are also preparing to leave for the bills.

DRIVING AND DRINKING Hard-Worked Doctor Changes "Drinks.

The country doctor, who has to rive for miles and miles in all kinds of weather at all times of the day and

night, is not to be envied.

They get personal experience as well as experience from others.

"I have been doing a great deal of driving and drinking a great deal of coffee," writes a doctor. "I found it was not only injuring my stoniach, but was causing dizziness and was interfering with my circulation.

TOLD MRS. PEPPER

Find Her Plated Knives and Forks Gone.

rear and cutting and deranging the strike-breaking successors unpleasant names and followed the cabs a little way, but there was no trouble.

One cab, in charge of Frod hied, of No. 5 South street, was sent for an experimental run through Contral Park, per shame on the box actor realized from the contral run through Contral Park, there being no passengers incide. Walsh and Tynan were the cors who gursed the first of twenty-four hours.

As the kniyes and forks that he took.

As the kniyes and forks that he took.

Lied was bringing it later along SixtyLied was bringing it later along Sixtysixth street whom, swinging aeroas split world-for the burglar. Her secreMadison avenue, he count himself only its so announced to the press this af-

BANKER SLEW GIRL TO BLOCK HER MARRIAGE

Louis H. Hampton Said to Have Murdered Victoria Taczkaw in Rage.

Its uniformity is what has contributed so much to the success

> White Rose Ceylon Tea

Lord & Taylor,

Ribbon Dept.

Flowered Sash Ribbons in light and dark colorings. 55c. & 85c. per yard, (8 and 10-inch wide.) formerly 85c. & \$1.50.

Flowered Ribbons, all light, dainty colorings : 5-inch wide, 39c. per yard.

Extra Quality . Faitle Française Ribbons, No. 80..... 39c. per yard,

All the light and millinery shades. Balance of our Fine Imported Dresden Ribbons at greatly reduced prices.

Black Satin Taffeta Ribbons, No. 40 and 60, 19c. & 25c. per yard.

Broadway and Twentieth St., Fifth Ave., Nineteenth St.

WITH DOCTORS

Got Barber's Itch From Shaving-Worse Under Dectors' Care -Tried Everything and Was Discouraged Railroad Official Cannot Praise Cuticura Too Much

CURED BY ONE SET OF CUTICURA-COST \$1

mended them to every occasion demanded it. I family should know about the Cuticuri Remedica where they have children."

Allen Ridgway,
Station Master, The Central Railroad

Company of New Jersey,
Oct. 2, 1906. Barnegat Station, N. J.

"BEST IN MARKET"

"Herewith I express to you my most sincere thanks for the wonderful cure of the scalp of my child by means of the Cuticura Remedies. They are the best Soap and Ointment ever sold in the market." Mrs. M. Neuner,

Ugly Frown Lines, Sagging Cheeks!



DR. PRATT'S INSTITUTES, Sole owners of the Immediate Process.

1122 Broadway, cor. 25th at . New York,
Chicago, 214 State st. Pittsburg, 432 Wood.

S. LCIAL FOR MONDAY. MOLASSES BETTER FLAKES POUND 100 ASSOCITED FRUIT AND NUT CHOCOLATES POUND 150 SPECIAL FOR TUESDAY.

BLACK WALNUT CHEAM RISSES POUND 100 CHOCOLATE FROZEN POUND 150 PUDDING PUDDING TODING STANDING POUND 150
TODING STANDING POUND 150
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CASH

39 MAIDEN LANE, N. Y.

DIED. FITZGERALD-On Sunday, Oct. 28, after a short illness, W.H.J.A.M. J., son of the-late John and Mary Fitzgerald (now Barry).

Funeral from his late revidence, No. 574 Hicks street, on Wedgesday, Oct. 31, at 9 A. M.; thence to 82. Stephen's Church, when a solemn high mass of requiem will be offered. Interment, Holy Cross Cemetery.

LOST, FOUND AND REWAR IS. OST-Sinday evening at Hobbran House, lady's handbag confairing card was, pock-etbook, money, &c. Reward if returned to Hotel Victoria, Broadway and 7th st.

LAUNDRY WANTS-MATE.

World Wants Work Wonders.